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JAPANESE MOTORCYCLE CLUB NEWS LETTER



June 2013
ISSUE 104

Featured on the front Page:

A 1973 Z1 Kawasaki to mark 40 years of Z1, it is the same bike that featured on our rally badge in March.

Editors Message

Hi Everyone,

It looks like winter is upon us but after the best summer we have had for many years it makes it easier to take. I was getting ready to water the gardens as everything was getting pretty dry but it is bucketing down now so I have lit the fire and decided to get on with this message.

For the 2nd time this year I have had an inner ear infection which has made me even more unbalanced than usual so I haven't been able to do much as every time I move my head to look up or even to go to bed everything starts spinning and I get sea sick!

Angela and I went and had a look at Tatum Park for our next rally venue and it looks ideal for what we need this time around. Good accommodation and heaps of space outside for a barbeque and other things we are planning to do.

Next year is the 25th Anniversary of the Vintage Japanese Motorcycle club in New Zealand so we are looking at making it a really special Rally to celebrate in style.

The date we are looking at is Friday the 14th to Sunday 16th March 2014, we are also looking at extending it if anyone wants to come on either the Thursday or stay over on the Sunday to fit more activities in. We have a heap of ideas of places to go and things to do so it is a matter of how to best fill the time space that we have. We are looking at a cost of about \$260 which will cover the accommodation, all meals on site and entry to a tour of the Tui brewery with a beer tasting, plus the cost of something else we are planning so if we get the numbers it should be a really great event.

Now we really do need more articles for the newsletter, a picture of your bike with a bit of history on it, restoration or whatever, a ride or trip you have done recently, something you have done in the past involving motorcycles, a profile on yourself anything at all along those lines. Remember it is your newsletter so please spare a little bit of time to make it more enjoyable.

We are getting desperate for more member input into the newsletter to make it more interesting. Angela is helping with the newsletter now but it is hard to come up with new stuff to fill it, unless you want heaps more Kawasaki stuff from me and Angela could do some stories on her horses or Chickens maybe! Even if you come across an interesting article that you think other members will enjoy email it to us.

Safe riding stay upright & keep on the black stuff between the trees.

Sayonara,

Judy

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The knowledge

WORDS: PHOTOS: MARK HAYDOCK



Most of our back wheels are driven by what is known properly as a roller chain. This design was originally developed for use on bicycles in the 19th century but is still in use today, sometimes transmitting thousands of times more power than its designers ever conceived.

Each application needs a suitable sized and type of chain. To begin with, chain sizing can be a little confusing: you may have seen chains described by three figure numbers, so how is this decoded? The first figure is the pitch, ie the distance between the rivets, in eighths of an inch - (chains seem to have resisted metrication). The second and third indicate the width of the rollers in eighths of an inch, so a 525 has a width of 25/80 inches, in other words 3/16". (428 and 632 are exceptions and are equivalent in terms of size to 425 and 630 chains). Pics 1 and 2 show how to measure a chain.

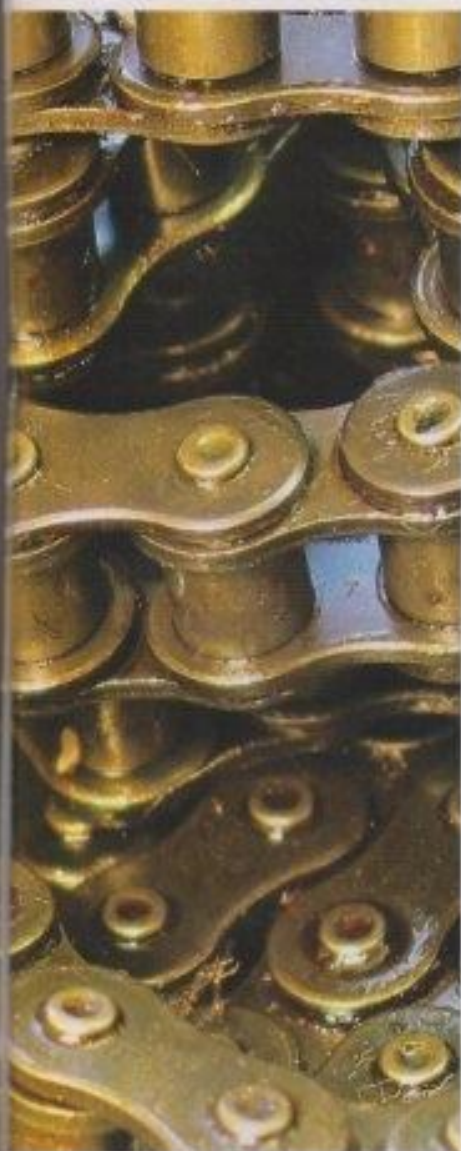
The original designer of the roller chain was Hans Renold, and the company which he set up to market his product is still in business. Roller chains are used in a variety of machinery and

according to the Renold literature, the life of a roller chain should be about 15,000 hours. So let us work it out: if the average speed of a bike is only 30mph then in 15,000 hours it will have travelled 450,000 miles. So that means that it should in theory easily outlive the rest of the bike, but that is never the case in practice. For various reasons a bike chain has a very hard life, but there are a number of things which we can do to improve matters somewhat.

The first thing which distinguishes typical motorcycle rear chains from those used on stationary machinery is that they are usually exposed to the elements. It is normal on other applications for chains to be surrounded by a metal case, ideally containing a quantity of oil. Thus the chain is protected from dust and dirt

and is constantly adequately lubricated. In the past, bikes designed for non-enthusiasts (a prime example being the Honda 50) were fitted with chaincases, the aim being to reduce maintenance to a minimum. However, chaincases were never considered the height of fashion and as motorcycles increasingly have become fashion statements over the years I think it unlikely that they will be seen again, which is unfortunate from the point of view of chain life. Good lubrication is probably the key to getting the maximum life out of a chain.

A roller chain consists of a set of links, each comprising several parts which move relative to each other (Photo 4). How can the lubricant be persuaded to remain within the links of the chain and the elements kept outside? In the



1 Measuring the pitch, ie the distance between the pins, in this case 5/8". So this is a 500 series chain.



2 The width of the rollers on this chain is 3/8", so we have a 530 chain here.



3 Dirty, greasy and worn out. The usual state of affairs on a restoration project.



4 These are the components which when multiplied by 100 or so make up a typical non-sealed motorcycle chain.



5 Lubrication the easy way, but is that necessarily the best way? Make sure that the product is compatible with rubber if you have a sealed chain. Alternatively, use gear oil but treat the chain frequently.



6 Shiny teeth on one side only indicate an alignment problem.



7 Make sure that the alignment marks correspond on each side when adjusting your chain.

mid-1970s this problem was at least partially solved by the development of the O-ring chain, which used tiny rubber rings to act as flexible seals. A further development has been to use X-rings which have an X-shaped cross section instead of circular. This allows better sealing and reduces friction. Unfortunately, the lubricant is not contained on a 'sealed for life' basis and extra lubrication is still required. Mostly, people will use an aerosol based grease (Photo 5) as this is the easiest, but not necessarily the best, solution. The chain manufacturers usually recommend a heavy gear oil as being most suitable, but the disadvantage of this is that it needs to be applied quite often. Aerosols can last up to about 400 miles or so, but it is vital to ensure that a suitable product is used for sealed chains. Non-compatible solvents can damage the rubber rings, thus turning an expensive chain into an ordinary one!

Apart from lack of lubrication, another way to prematurely age a chain is to run its sprockets out of alignment. The sprockets must give the chain a perfectly straight run, or the side load

on the links and pins will wear it out rapidly. You can check this using a number of methods, the simplest of which is to look for shiny worn teeth on one side of the rear sprocket (Pic 6). Alternatively, by looking along the length of the fitted chain, you might be able to see a kink by one of the sprockets. The most sophisticated method is to use a laser alignment tool.

Misalignment can be caused by two faults. The wheels of the bike could be out of alignment following an accident or because of faulty technique in tensioning the chain. The former we shall look at in a later article. For the latter you need to make sure that the rear wheel is in the corresponding location within the swing arm on both sides of the bike (Pic 7). Don't always trust the factory marks on the swingarm; do your own check with a straightedge or laser alignment tool to make sure your wheel is perfectly in line. Another problem might be that although the wheels are aligned properly, the sprockets are not. Wheel spacing shims can be lost or misplaced, and don't assume a rebuilt bike has been rebuilt accurately!

Another cause of rapid wear of motorcycle chains is the fact that bikes tend to use rather small sprockets, making the chain run around a tighter radius than is ideal. It is possible to work out mathematically (don't worry, we won't do that here) that 19 teeth should be regarded as the minimum for good chain life, but gearbox sprockets are very often smaller than that (Pic 8). It's difficult to do much about it when the demands of gearing and available space have to take precedence, so it tends to be one area which designers are happy to compromise on. A trend for massive pitch 630 chains on early 70s musclebikes (Z1 et al) was driven by designers' paranoia that smaller pitch chains would be unable to handle the power outputs and would break. More modern chain technology means 530 pitch chain is now well up to high performance applications, with the added benefit that it will describe a gentler arc for the same given number of sprocket teeth.

It was possible on some bikes to fit a very small sprocket which put so much stress on the chain that it could actually break, with rather nasty consequences. Chain breakages are now very rare, and can usually be avoided by using the correct joining link – in particular to not use the old fashioned spring clip type (Pic 9). A riveted joint is much stronger, though the best option is no joint at all where the chain is a continuous loop. Most aftermarket chains are now supplied with a choice of joining links, and for all but the most humble commuters we'd recommend rivetting the chain with a special tool. If you can't borrow one they cost around £100 to buy, so it might be worth clubbing together with a few mates to cover the cost of one you could all use. Consider a spring link, especially for a 530 O-ring chain, as a 'get you home' bodge.

And, just in case anyone out there was still tempted by cheap prices on 'industrial' chain from bearing shops – industrial chain is bargain basement stuff intended for industrial applications; usually running at a constant speed and load in an oil bath. Put it on your high performance bike and it will break – don't risk it.



8 Mathematics shows that the sprocket should not have less than 19 teeth, so why has this one got 12, Mr Honda?



9 These old fashioned spring links have been superseded by better (if less convenient) products, though they tend to be specific to particular chain types and brands.



10 This laser tool is a quick, high tech way to check chain alignment. Held against the rear sprocket it projects a red laser light forward to the gearbox sprocket.



11 If you must join a chain, use a rivet link. The left example is a heavy duty item for a 530 O-ring chain; right is a cam chain link.



12 A spring link for a heavy duty O-ring chain – use as a 'get you home bodge' only.

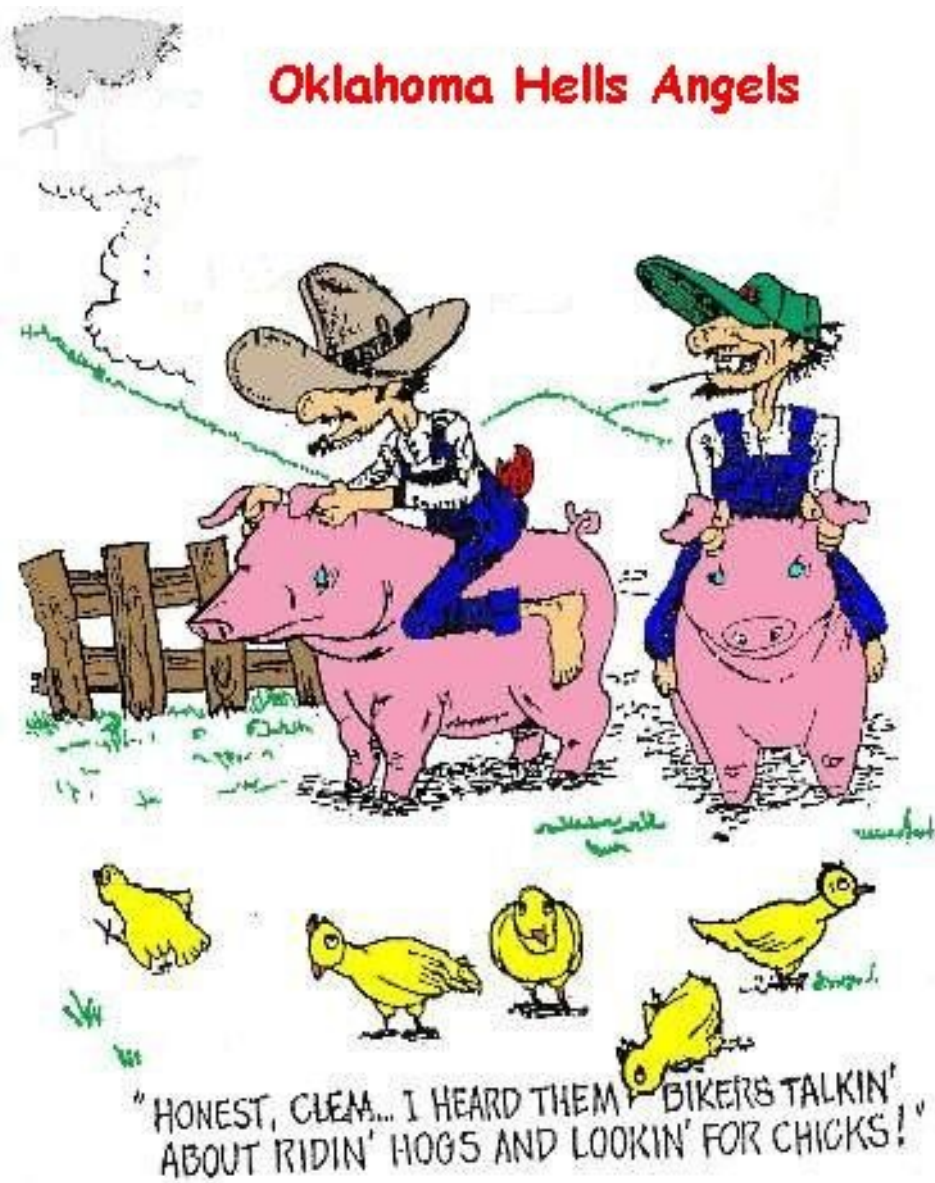


13 This special tool can be used to split or join drive chains. With the tool clamped around the chain, this pin is hammered through to drive out a pin and split the chain. Shown on the workbench, it's easy to use on the bike.



14 To join a chain the same tool comes with this punch, which hammers over the ends of the pins on the rivet link.

Just for a laugh



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"WHAT flock of birds, Henry?"

Hampton Downs

Barry Sheen Memorial race meeting.

Mark it on your calender.

This is New Zealand's largest M/c event.

400 entries last year. Many overseas riders.

When. Labour weekend. October 2013.

3 days. Camping on site. Food hall area.

Bring your camper or tent.

Other accomodation and food are in the near by towns.

Talks are underway to have a **VJMC display**.

Probably up to 30 bikes. the sorts will be dictated by the Barry Sheene organisers depending on the theme.

David Vandam of Auckland has kindly offered to help organise our side once things are confirmed.

It will be a good time to promote the club and the upcoming **Tatum Park national Rally** next March.

It is going to be a great weekend so make plans now.

Drop the Mrs off in Taupo ! and have a great weekend.

Don't forget the other option.

The **Burt Munroe Challenge**

27 November to 1 Dec 2013.

Another bloody good week of motorcycling.

I attended that last year.

An article to come about that from last year.

More information as it arrives and as the new newsletter churn out.

Regards Barry Drummond.



HELP

Hi All

In addition to the editors message I wanted to add a little myself. Can I ask you all to write an article on your bikes? Something that tells us their history, where you got them, how you restored them and what you do with them now. Tips on restoration and where you found some of the parts you needed would be great. This will help us get to know you and your bike a little better. It will also give us articles for the news letter. Please can you send your articles to russ.ang@xtra.co.nz.

Please don't hesitate to contact me if you find any interesting articles for the news letter. We can only put out a news letter if we have something to put in it. Jokes and pictures are all fine too. As punishment to those that promised articles and did not deliver I have attached a photo of 2 of my horses.



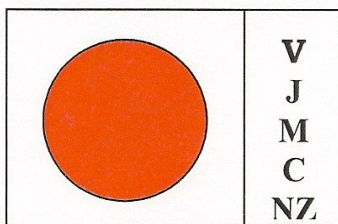
club business

In this news letter we have attached a new membership form. We have decided to have one date for all memberships to be due for renewal. This will make it easier to keep track. If you have only just paid please contact judy and at her discretion she will sort you out. Please make sure that we have your correct email, postal address and contact phone numbers. I hope you are all enjoying the new email news letter. If you want a paper copy please contact judy and she can arrange this for you. We are still trying to iron out a few issues so please let me know if you have any issues.

I am still working with Barry and Julia on a website for the club. Hopefully it will make things easier to access and create a bit more interest in the club. We will need lots of pictures and articles of interest once we get up and running. We will keep you all updated as things progress.

**Bikes don't leak oil, they mark their territory.
Anonymous**

Application for Membership



Vintage Japanese Motorcycle Club (New Zealand Register)

☐ New Application

☐ Renewal

Name: Title Mr/Mrs/Miss/Ms

Surname -----

First Name/s -----

Postal Address -----

Phone Number -----

Email -----

Please make all cheques payable to VJMC (NZ)

Direct Deposits can be made to

Please use your name as the reference.

☐ Send completed form with cheque to Ross & Judy Charlton, 2 Te Miti St,
Paekakariki 5034

Schedule of Fees

Single/Double/Family \$30

Overseas Membership \$40 NZ

- * Membership is renewable on 01 August yearly.
- * Members are entitled to free advertisements in the VJMC (NZ) News letter, which is issued Bimonthly.

News Letter: Ross & Judy Charlton – 2 Te Miti St Paekakariki 5034
Phone 04 9058-179 *Email ross.judy@xtra.co.nz*

Office Use Only:

Membership No: _____

Amount Received: \$ _____

Date: ____/____/____

Renewal Date: ____/____/____

Reply Sent: ____/____/____

Members Questionnaire

The purpose of this questionnaire is to help the Club to cater to the needs of its members as far as practicable, and to pool and coordinate resources of the members.

YOU ARE NOT OBLIGED TO ANSWER ANY OF THESE QUESTIONS

This information is stored in the Club computer files and no personal information will be released or published except your name, type of motorcycles you are interested in and you telephone number. This club was formed to promote the riding and restoration of older Japanese motorcycles and to do this effectively, Club members must be able to contact one and other.

Name: _____ D.O.B: _____

Address: _____ Ph No _____

Email: _____

Do you have a partner? Yes ☐ No ☐ Does your Partner ride also? Yes ☐ No ☐

Do you have children? Yes ☐ No ☐ Do they ride also? Yes ☐ No ☐

Do you want your Address/and or Telephone number published in the club magazine?

Address Yes ☐ No ☐ Telephone number Yes ☐ No ☐

How did you find out about the NZ register of the VJMC? _____

Why do you wish to join? _____

What older Japanese Motorcycle(s) do you presently own? _____

Other Motorcycles owned? _____

Are you a member of other clubs? _____

What are your motorcycling interests? _____

Are you able to provide expert advise on particular makes and models (if yes what type)

Do you have workshop, parts or owners manuals that you are willing to lend to the club (for copying purposes) for the library? If so what?

Do you have any suggestions regarding the VJMC? _____

Are you happy to receive your news letter by email? Yes/no

Would you prefer to have your news letter posted? Yes/no

Thank you for taking the time to provide us with this information.